

MEMO FOR: D/NRO

Subject: Ltr to Kelly Johnson RE: OXCART FOD

1. I have been informed that a request, subject above, has been made to Kelly Johnson without prior knowledge of Director, Program B. I am well aware of your responsibilities as D/NRO for coordinating Programs within the NRP, in this instance OXCART and SR-71. However, I am sure you will agree, as you have on two previous occasions, that this particular method of operation is not in the best interests of ^{the} ~~your~~ Program ^{is} ~~Director's~~ management function and only serves to dilute ^{the} ~~their~~ authority vis-a-vis contractors.
2. I therefore ^{request} ~~must~~ insist that in the future, when information is required by you regarding any program within Program B., that such information be solicited through Director, Program B.
3. I request that this understanding be made a matter of record and await your concurrence.

Decided not to Send

cc DCI

Draft

27 Nov. 64

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MEMORANDUM FOR: Director
National Reconnaissance Office

SUBJECT: Letter from DNRO to Clarence L. Johnson
regarding the J-58 Engine

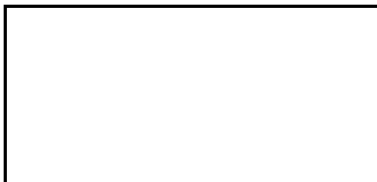
1. On the two previous occasions, when contractors have been contacted directly by you, we agreed that this was not in the best interest of responsible management control by Col. Ledford. I have been informed that another such request, subject above, has been made. As this is the third such instance, indicating that you apparently choose to disregard our previous agreements, I feel positive action on our part is required.

2. We are therefore directing our contractors not to respond to this and other such requests unless they are received from Col. Ledford.

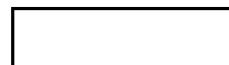
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OXCART



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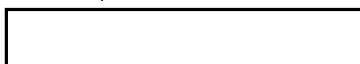
Page 1

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20 November 1964

MEMORANDUM FOR: Office of the DD/S&T


Attention:



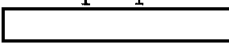
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SUBJECT:

Letter from D/NRO to Clarence L. Johnson
regarding the J-58 Engine

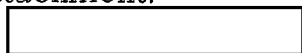
1. The attached letter , dated 19 November 1964, from the D/NRO to Kelly Johnson was received in OSA late in the afternoon of the 19th. I immediately got in touch with Col. Ledford at Lockheed in Burbank, California to apprise him of its contents. Col. Ledford was aware of the existence of the letter since Leo Geary apparently carried it by hand to Kelly, and since he (Geary) and Ledford were on the same aircraft I assume this is how Jack became aware of the communication; however, he told me that Geary demurred in showing it to him and did not acknowledge any awareness of its content to Jack.

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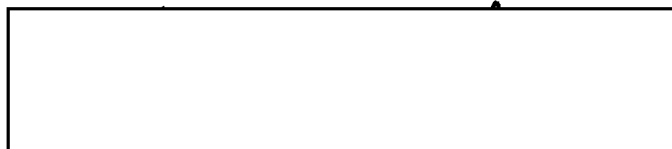
2. I think the only things which may be a proper subject for questioning are the two requirements which  has laid on Kelly directly; the first is a plan for the reduction of FOD to a level less than one incident per month, even at levels of flight activity up to 200 hours a month, and secondly a plan, presumably in writing, for a solution of the problem encountered in the air induction and ejector areas. In this second context you will note the suggestion that a major effort to solve the latter two problems might result in a reduction of activity in OXCART leading toward operational readiness.

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Attachment:



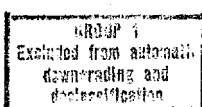
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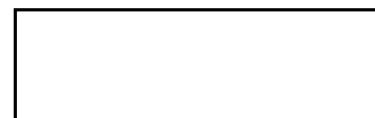
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Acting Assistant Director
(Special Activities)

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OXCART



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